

# District 5 Right of Way Design Support



# Objectives

- Overview of Right of Way Design Support.
- Learn some Right of Way Terminology.
- Broaden your ROW Perspective.
- Answer additional questions.



# Why ROW Design Support?

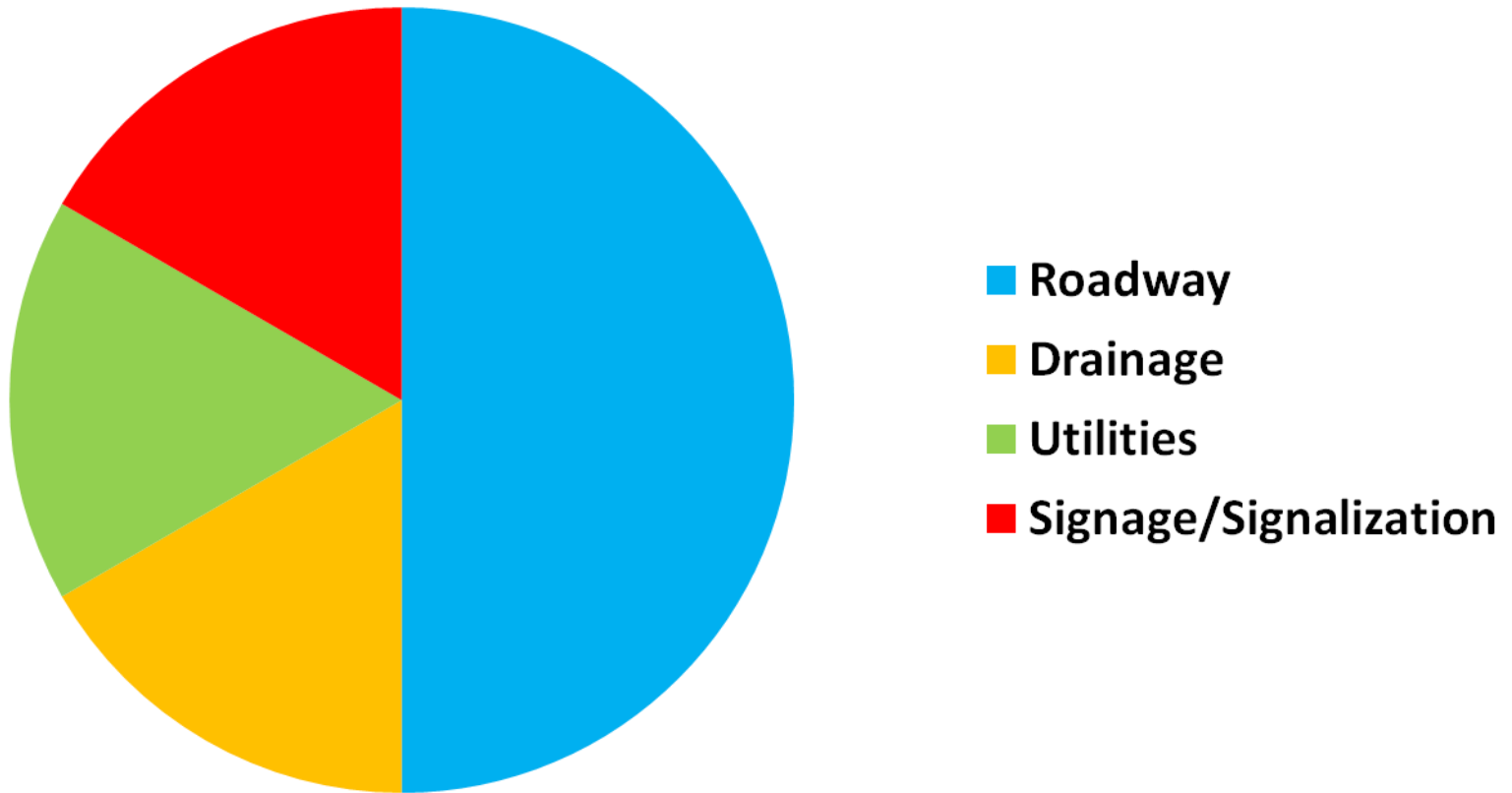
- 12.1 “To assist the roadway designer’s understanding of right of way requirements which must be addressed during the project development and design phase of projects...”
- 12.2 “The procedures for addressing R/W requirements require engineering analyses, economic comparisons and professional judgments. Consultation with....District R/W Manager is required.” DOT Plans Preparation Manual Chapter 12 Right of Way

# Purpose of Right of Way Design Support

- Comply with DOT Plans Preparation Manual.
- Efficiency - Minimize ROW Mapping and Design Plan Changes.
- Support the overall project schedule.
- Provide an early and continuous right of way perspective to the project team.
- Reduce Project Costs – Analyzing right of way impacts early.
- Maintain institutional knowledge of the project.

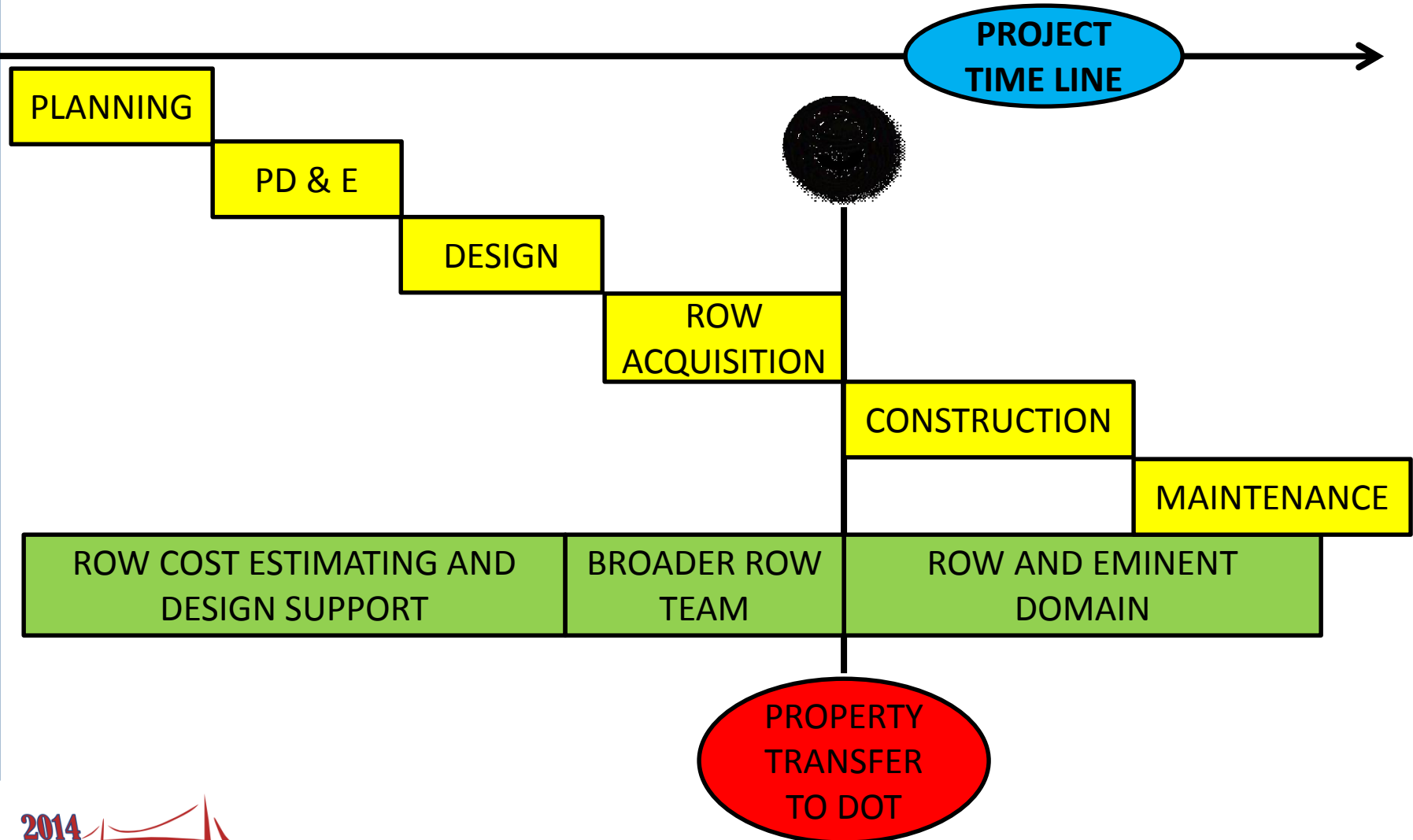
# ROW DESIGN SUPPORT

Project ROW Requirements



# Right of Way as Part of the Production Process

Right of Way is usually involved in the project for the longest time period.



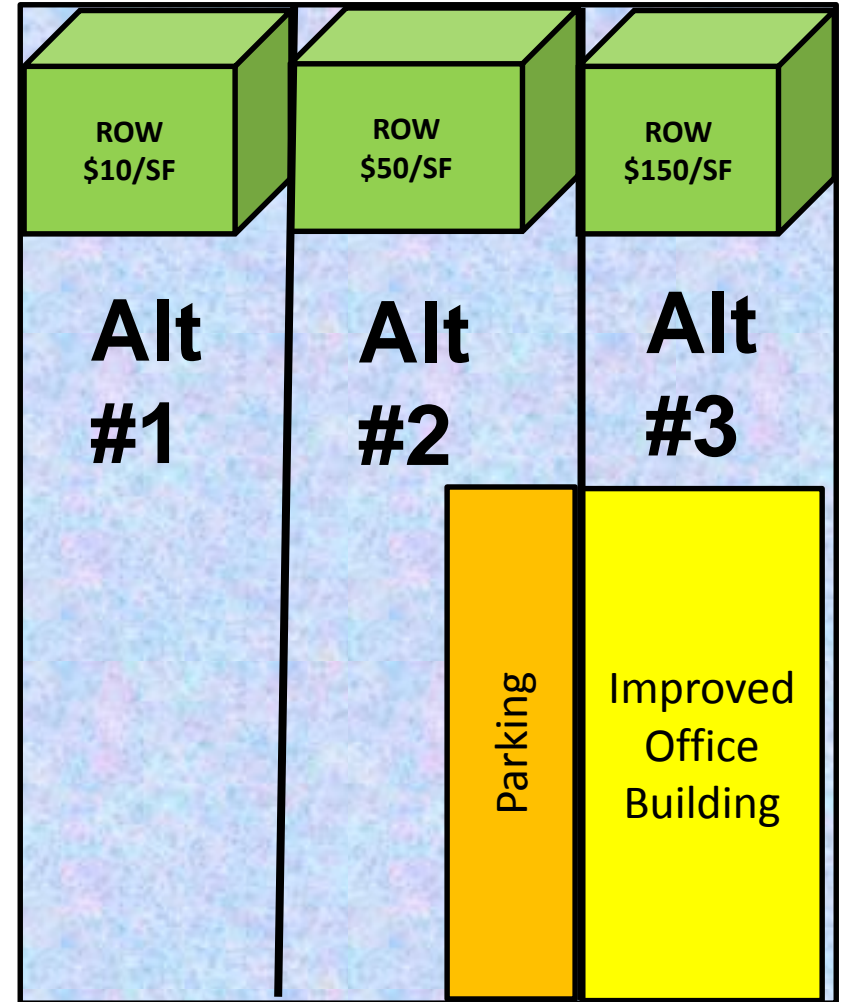
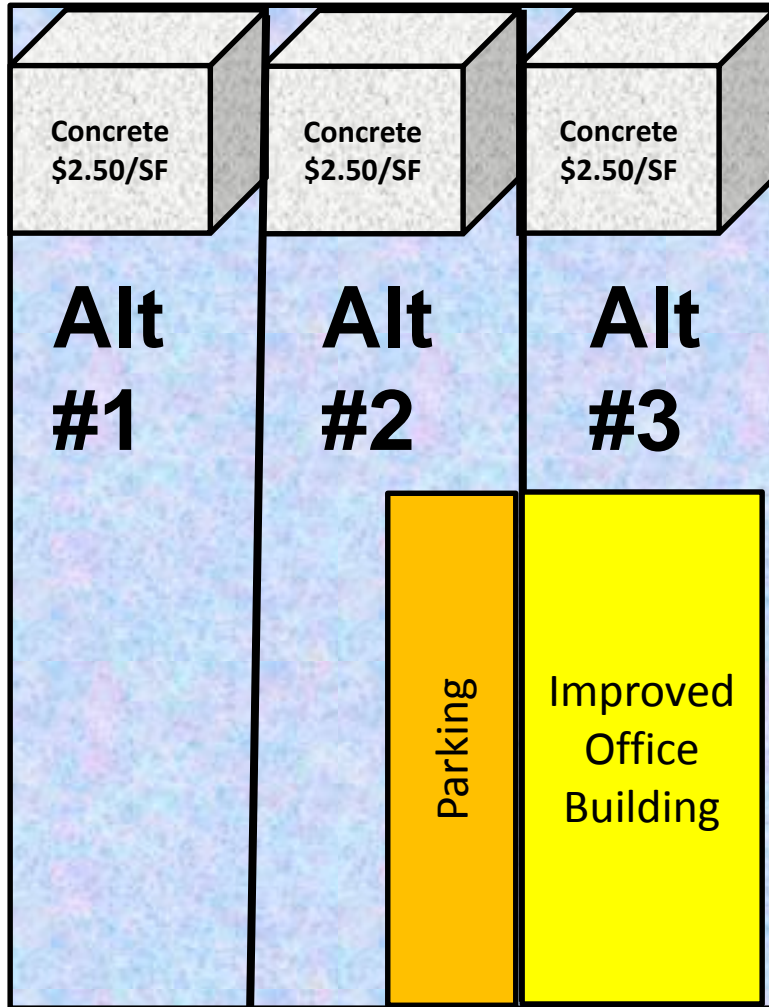
# Planning Phase

- MPO Priorities – Future Funding Opportunities
- Corridor Studies
- Cost Feasible Alternatives once a corridor is selected.



# Cost Feasibility and ROW Location

Square foot of Concrete Cost vs. Square foot of ROW Costs





# At PD & E what do you really see?

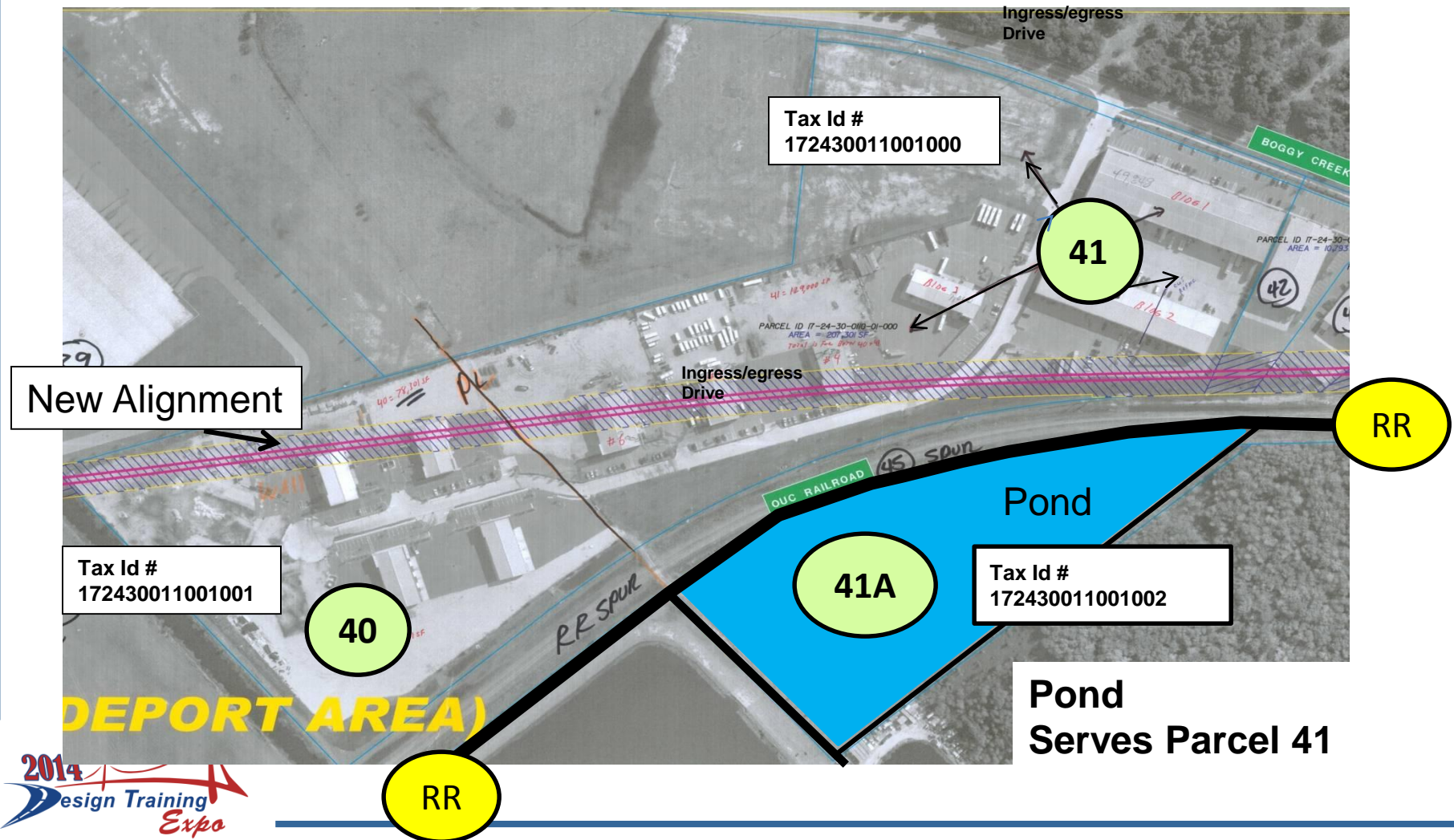


# PD&E Phase

- Public Involvement.
- Owner Contacts.
- Review Preliminary Pond Locations.
- Review Local Condemnation Relief Ordinances.
- Landscape Buffers and Setbacks.
- Identify Problematic Parcels.
- Analyze Parent Tract Issues.

# Parent Tract Issues

## Unity of use –Contiguity - Unity of ownership





# Design Phase

## Much Better Picture



# Design Phase

- Review PD&E Commitments.
- Necessity - How do we justify taking this property.
- Limits of Construction and Maintenance Buffers.
- Ingress/Egress/Access Issues.
- Driveways – Existing/Proposed - Width/Location.
- Early Identification of Time Consuming Acquisition Parcels.
- Local Agreements.
- Owner Contacts.
- Property Rights - Fee Simple Title vs. Easements.
- Field Inspections: Activity Code 424.



# **ROW Design Support Field Inspections**

**“What are you doing here and what do you need ROW for?”**

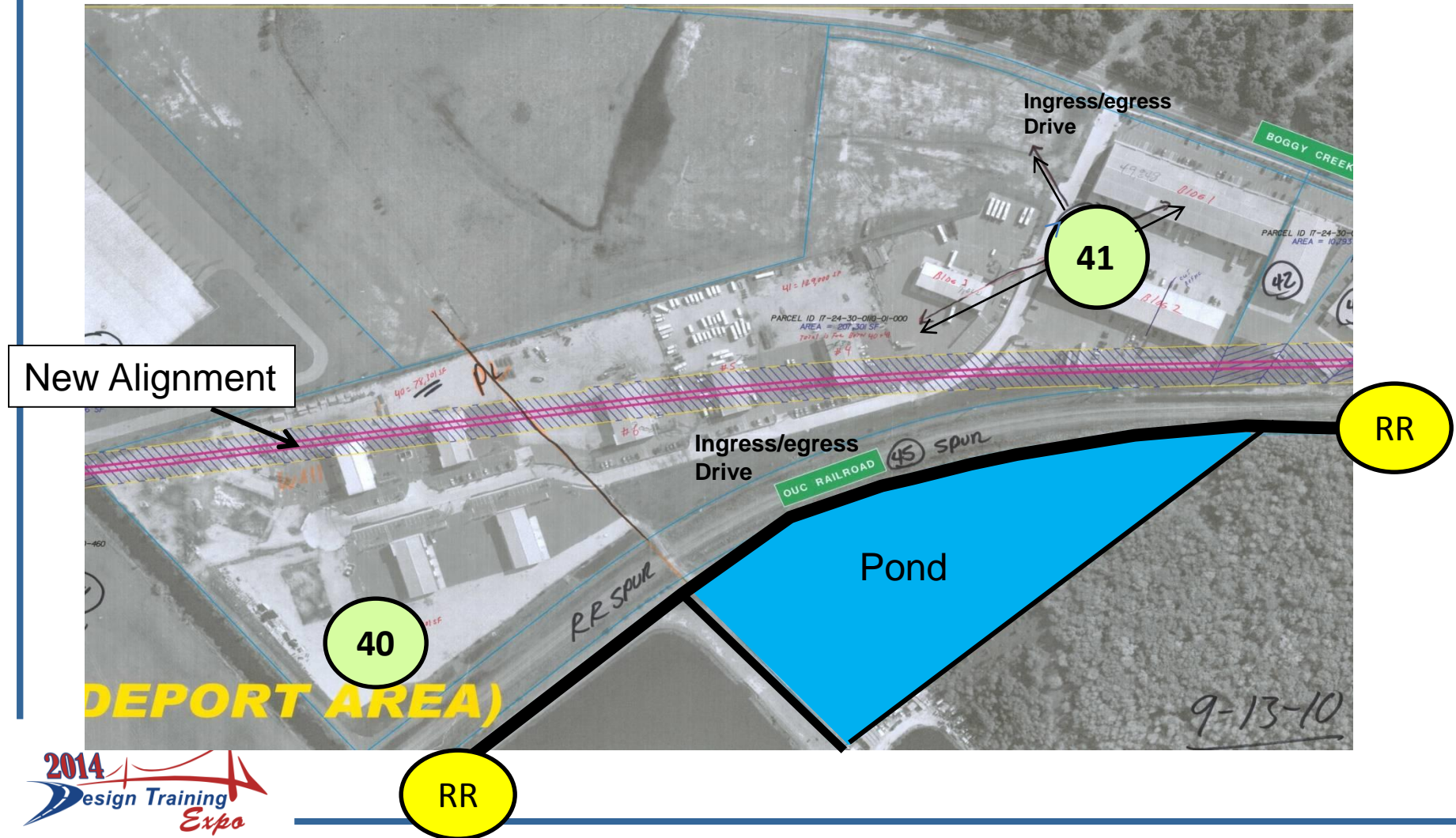


# ROW Design Support Field Inspections

- “80% of life is just showing up.” – W.A.
- Many ROW issues are resolved by showing up in the field with the right “players”.
- PD&E Phase field inspections prior to PD&E alternatives.
- Design Phase field inspections with the EOR occur prior to the official right of way mapping team meeting.

# Roadway Design Options (Type)

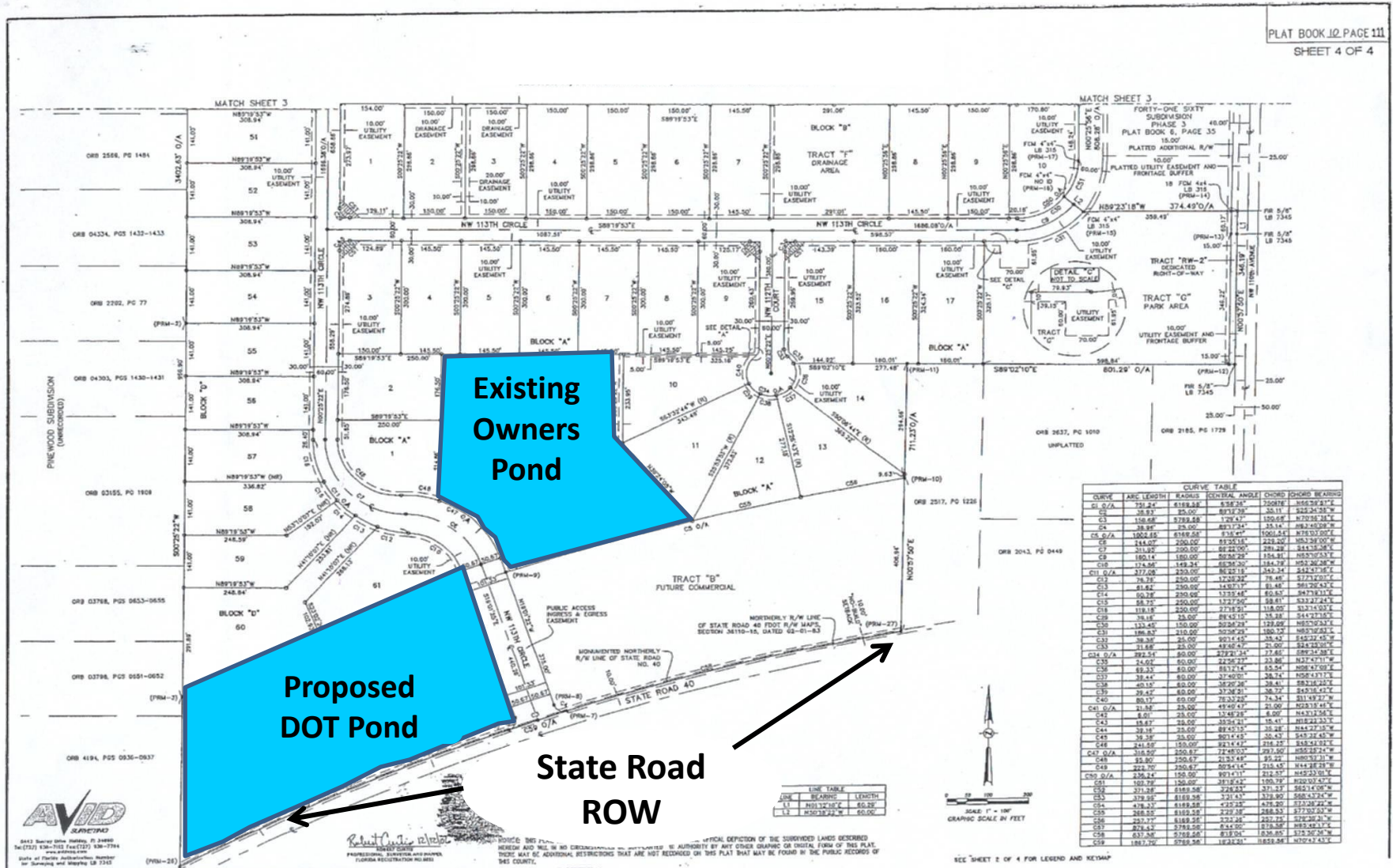
Parcel 40 Elevated Roadway vs At Grade Roadway  
Cost Estimate: \$5 million vs \$10 million.





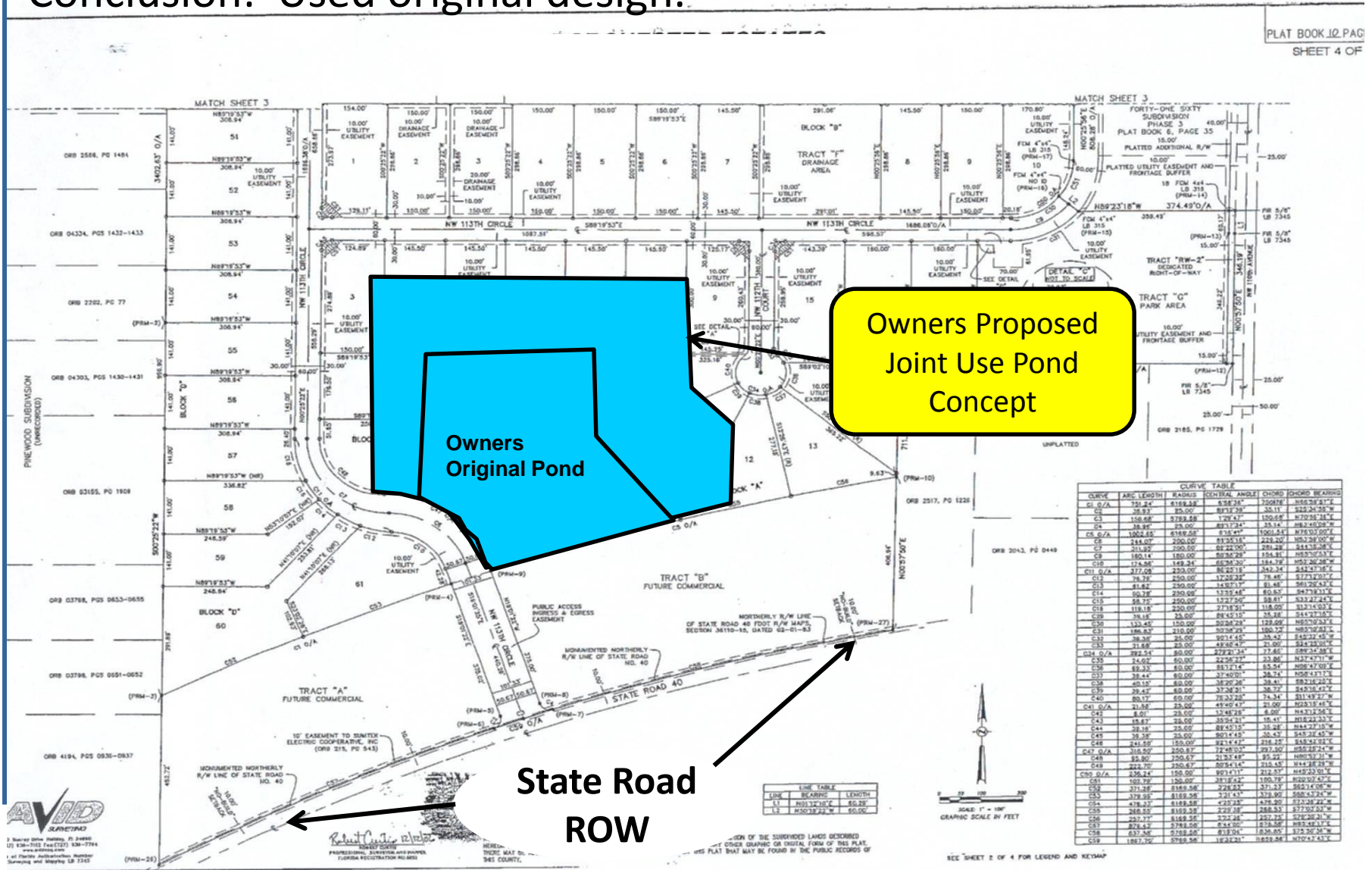
# Joint Use Design Options

“The owner would like a joint use pond and is going to work with us on the acquisition”- Design EOR  
Perhaps, let's see.



# Proposed joint use pond damages 11 single family home sites.

## Conclusion: Used original design.



## **Water Retention Areas WRA's**

**Joint Use: Consider value added to the agency.**

**Analyze the mainline ROW impacts in your pond sitting reports.**

**When possible, “buy” your ponds with damaged lands.**

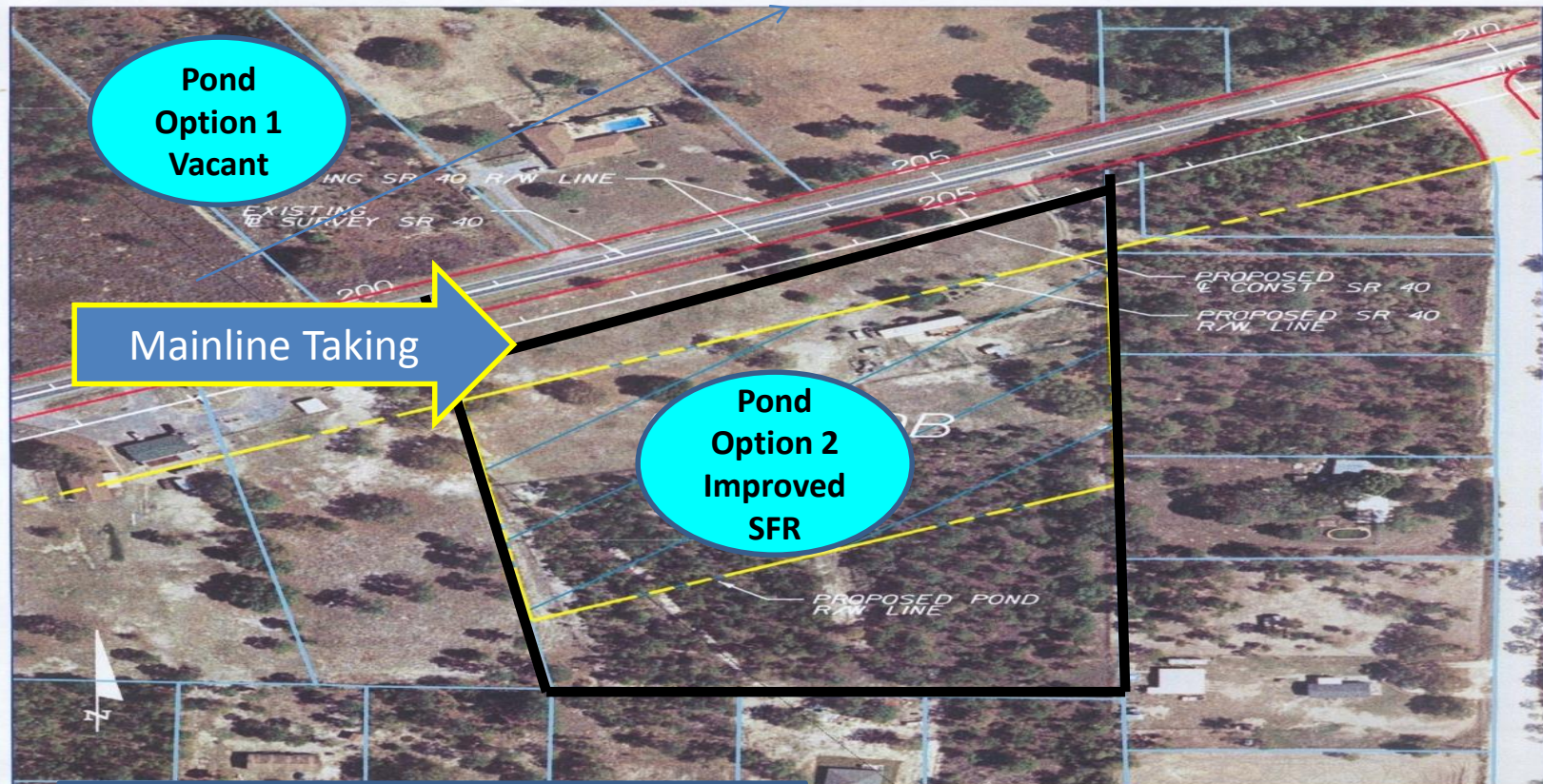
**Consider the Net Pond Cost.**



# Net Pond Cost Analysis

**Net Pond Cost: Cost of whole property less mainline cost = Net pond cost.**

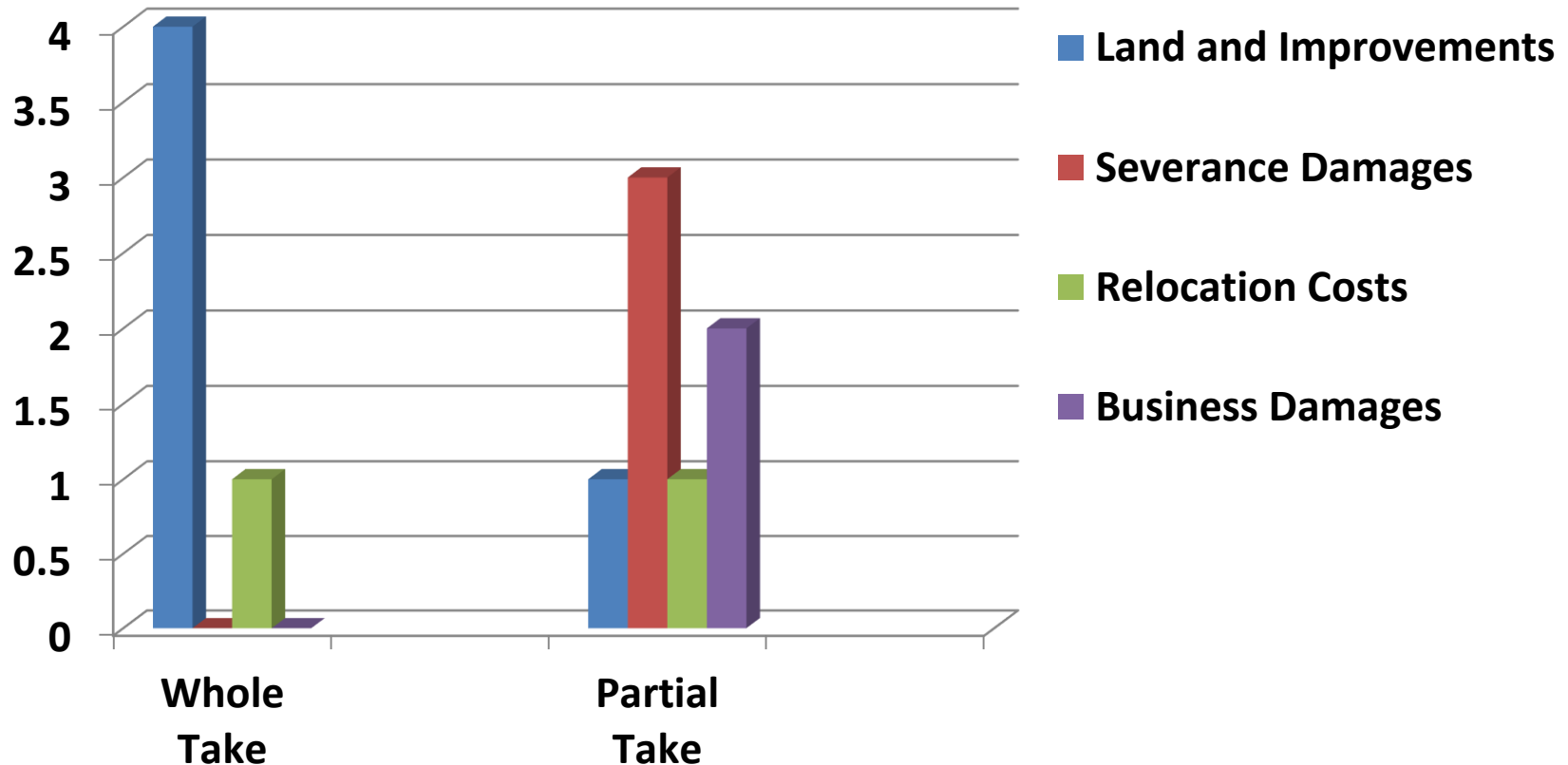
**In this instance equals 40% of the stand alone pond cost analysis due to damages resulting from the mainline taking.**



**SR 40 POND EXHIBIT  
MARION COUNTY, FL**

# Whole Takings vs. Partial Takings.

Do we take it all or leave some?

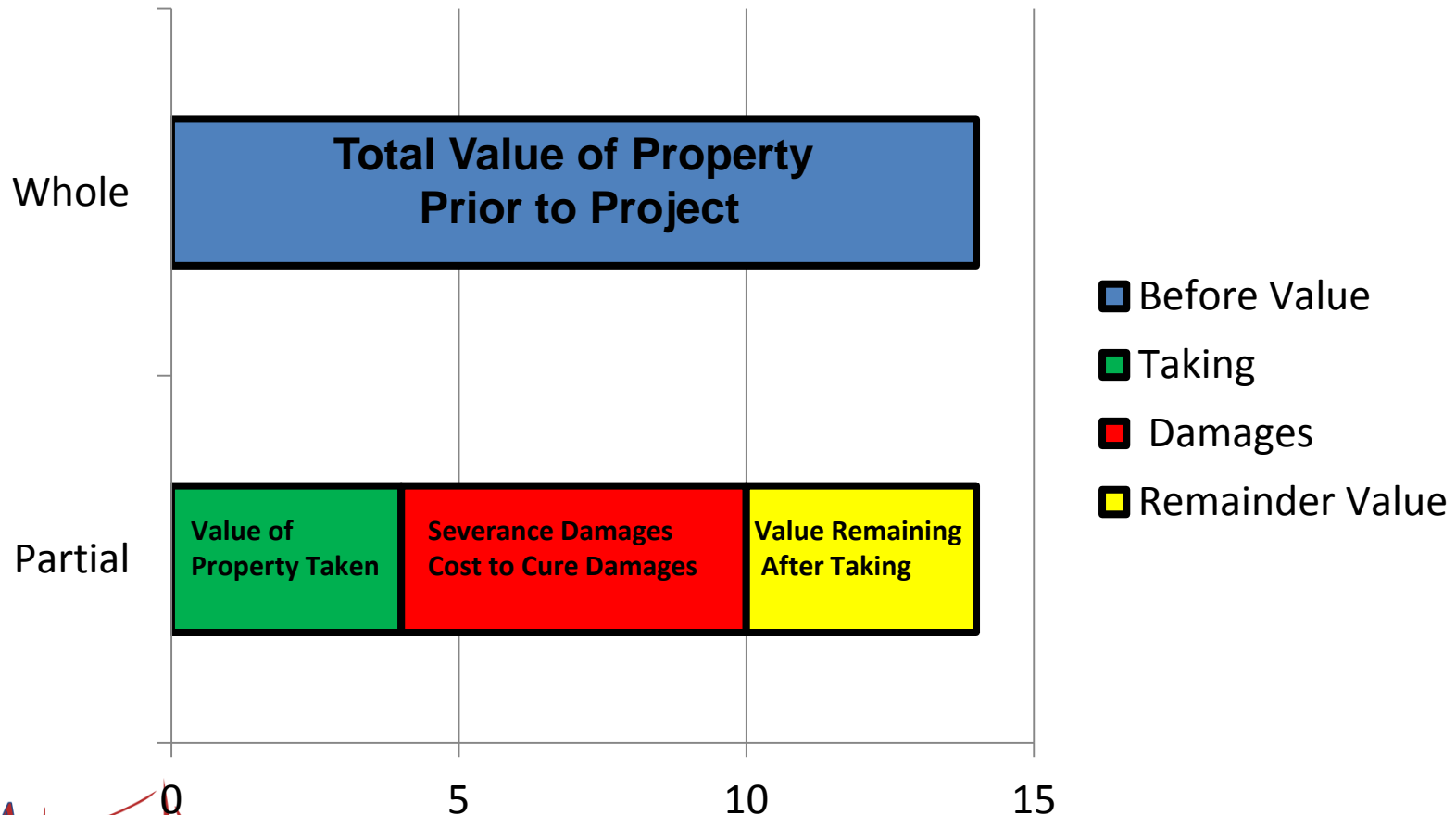


**Must Have Necessity: “I guess we really don’t need the entire property.”\***

**\*Project Design Engineer of Record at pretrial conference.**

# Severance Damages

Generally, the difference between the value of the whole property before the taking and the value of the remainder after the taking.

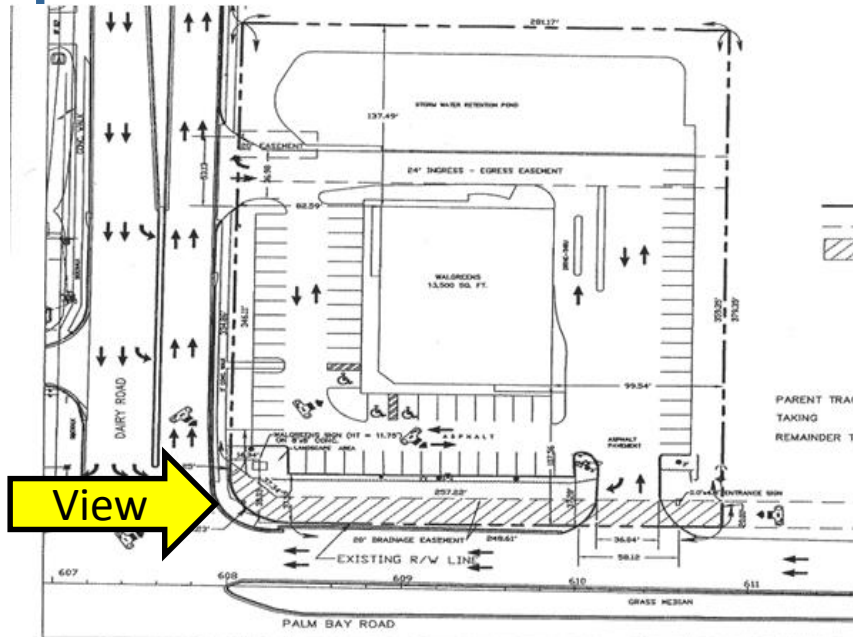


# Businesses Damages

- Overall Loss of Business Income.
- Single or multiple businesses can be involved.
- Loss of potential business expansion.
- Site access and on site circulation.
- Elimination or reduction in business signage.
- Driveways- reduced width, location and depth.

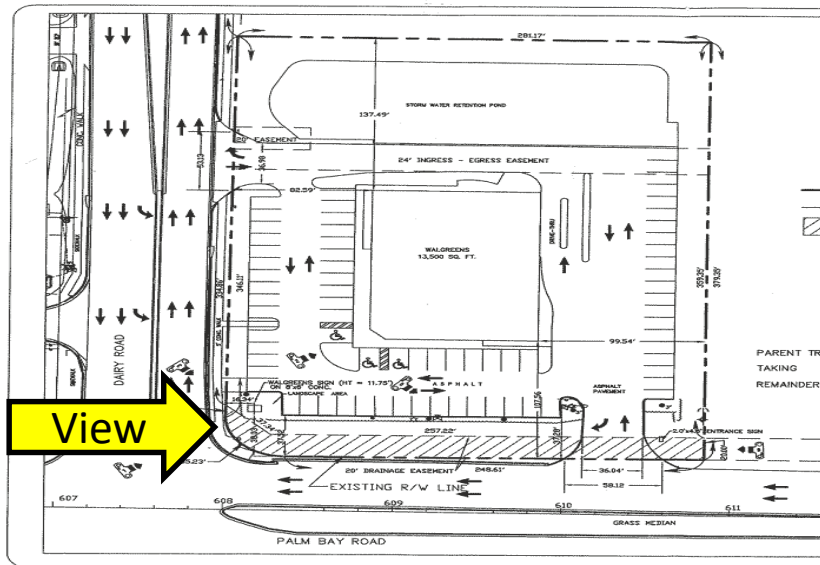


## Before Condition



DOT BD Offer: \$0  
Owners Claim: \$>400K

## After Condition



07/28/2010



# How can you benefit from the Right-of-Way (ROW) Design Support Process?

- Early involvement – In projects involving new ROW acquisition.
- Communication – Maintain effective and continual communication with the ROW Design Support Project Manager.
- Accuracy - Insuring the ROW Design Support Project Manager has the latest project information available for use in analyzing the project and ROW Cost Estimate.

# Remember where we started?



# Right of Way Design Support:





# Questions ?